



Claude Allouez Bridge Update

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For business owners and government representatives: **Thursday, April 13**
7:30 a.m. – 9:00 a.m. at the De Pere Community Center, 600 Grant St.

For property owners, school and church representatives

Tuesday, April 25
6:30 p.m. – 8:00 p.m. at the De Pere Community Center, 600 Grant St.

Contacts

If you have questions or concerns about the project, contact these representatives:

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What's happened to date?

Welcome to the first of four Claude Allouez Bridge Update newsletters.

The purpose of this newsletter is to provide you with timely information about the environmental assessment process that's now underway. In order to better understand the process, it's good to know what has happened to date.

The 1996 Brown County Transportation Plan recommended expansion of the Claude Allouez Bridge to four lanes by 2006. This recommendation was based on the anticipated traffic growth in the area. As a result of the recommendation, an engineering consultant was hired to complete a Bridge Location Study.

The study involved predicting the transportation needs for this corridor and identifying potential alternatives for the river crossing. Study tasks included an analysis of traffic volumes and traffic movements, including future projections, investigation of potential utility conflicts, coordination with state/federal regulatory agencies, coordination with Wis-

consin Central Railroad and obtaining community input.

In September of 1998, the study was completed and six alternatives were identified. The alternatives ranged from building a new bridge, or bridges, across the Fox River to a seventh alternative, which was a "no-build" alternative.

Following the study, three of the seven alternatives were considered undesirable and were eliminated from further consideration. The four remaining alternatives, including the no-build option, were selected for further investigation. (See page 2 for details.)

Following the Bridge Location Study, the De Pere City Council supported the alternative which included two, 2-lane bridges, each bridge carrying one-way traffic. One of the bridges would be located south (upstream) of the Corps of Engineer's dam and the other would be located at the current bridge crossing.

What's involved in the assessment?

The next phase of the project includes environmental documentation and preliminary engineering. The environmental documentation is a federally mandated process. This phase involves three areas:

1. Data Collection. This includes aerial photography, identification of utilities, fish and wildlife resources, right of way and property ownership.

2. Environmental Assessment. A wide range of items will be evaluated including noise, air, water, plant and animal impacts; cultural, social and economic impacts.

3. Preliminary engineering. A preliminary design of a new bridge, approach roadways, identification of right of way acquisition and preliminary cost estimates for each alternative will be developed.

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WisDOT Green Bay
Transportation District

What's happening now?

In the fall of 1999, Graef, Anhalt, Schloemer & Associates, Inc. (GAS) was selected by the Wisconsin Department of Transportation to perform preliminary engineering and prepare the environmental document for the Claude Allouez Bridge. For each of the four bridge alternatives, the environmental impacts and the costs associated with each alternative will be identified. The four alternatives being evaluated include:

ALTERNATIVE 3: This alternative consists of building two, 2-lane bridges. Each bridge would carry one-way traffic. The westbound bridge would be located at the existing bridge crossing. The eastbound bridge would be located south of the dam. This alternative would require the conversion of portions of both George Street and Charles Street into one-way traffic. Both bridges would terminate on the west side of the river in the vicinity of Main Street and 3rd Street.

ALTERNATIVE 4: This alternative consists of building a new bridge south (upstream) of the Corps of Engineer's dam structure. The new bridge would be four-lane, carrying two-way traffic. The existing bridge would be removed.

ALTERNATIVE 6: This alternative consists of building a new 4-lane bridge at the existing bridge's location.

ALTERNATIVE 7: This is the "no-build" alternative. The primary activity associated with this alternative would be the maintenance of the existing bridge.

What's next?

During the next 12 months, there will be a number of opportunities for public input, including public information meetings.



Focus Groups

Key stakeholders are now being identified and will be invited to focus group meetings. The purpose of the meetings will be to discuss the project's concepts and probable impacts.

The stakeholders fall into two main categories, according to the lines of mutual concerns and interests. One group is business and industry, and a second group is impacted residents, property owners, church groups and education

groups. The first meetings will be held in April and will address the Environmental Documentation process. Follow-up meetings will be held in January or February of 2001 to review the results of the environmental documentation process.

The environmental documentation will be completed in accordance with the requirements of a Type II, Environmental Assessment. A draft document will be prepared and made available for public review. In addition, a public informational meeting will be held to present the findings of the assessment. It is anticipated that meeting will be held in April 2001.